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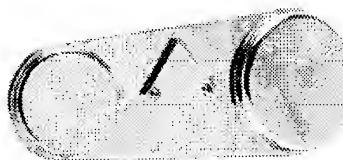
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Rivera Engineering and Primo Belt Drives regular customers have come to expect only the best, and we don't like to disappoint them. We are constantly upgrading and improving our extensive line of products and accessories to keep our customers satisfied.

Cover Up

use with any open belt drive system to protect the belt and belt pulleys from incidental damage caused by rocks and other flying road debris. Available immediately, this guard (part number PP-0671-P) is manufactured from aircraft quality billet aluminum and show polished ready to bolt on.

Our all new "Diamond" belt drive cover for the Brute IV belt drive imitates the early style outer primary cover that was original equipment on Harley-Davidson®motorcycles from 1936 to 1965. A quality belt guard is always recommended for

**Diaphragm Clutch Springs**

for street performance and touring, and the gold spring is for competition.

All Primo Belt Drives systems as well as Rivera Engineering's Pro Clutch use our proprietary diaphragm clutch springs seen here. Available in three different strengths and colored for identification; the black spring is for street use on stock motorcycles, the silver spring is

The black spring is very light handed for high traffic and commuting. The silver is relatively easy on the hand, with faster action than the black spring, with significantly increased clutch pack pressure. It's very popular with the street performance crowd. The gold spring is recommended for competition use only and is our maximum effort spring. Drag racers win consistently with the heavy duty gold spring. These diaphragm springs can be quickly and conveniently swapped as needed.

The latest from Rivera (as of 4/15)

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**Numbered Pully**

Tuning your Brute IV equipped Big Twin Harley-Davidson® just got easier. Primo Belt Drives offers the laser etched numbered 3" pulley seen at bottom left for spot-on tuning and timing procedures without removing the timing plug. It's easy to "denee" any Harley™

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It's eas, to de_gree an, ..arle,
Big Twin motor with Primo's
numbered 3" pulley and it adds a
competition look to any
motorcycle.



Choppers are back!



And more popular than ever!
Everywhere you look you see
rigid frame, chopper style
machines reminiscent of the late

1960's and early 1970's. Stripped and clean, lean and mean, choppers were built rude to annoy the squares. Dual upswept exhaust systems were designed to vent spent exhaust gases and noise right at the window level of most automobiles to deafen the poor driver. Rivera Engineering's chopped muffler is not as loud as the originals with a permanent glass pack and a mellow low note, but its shape says chopper like nothing else. Awesome for dual upswept applications.

Offset for Fat Tires

Pay attention all you 1991-2002
Big Twin 5-speed owners:



You can now offset the
transmission and primary allowing
the use of a super-wide rear tire!
This kit uses an extra length trans
main shaft and sprocket shaft
extension to move the primary
drive components to the left
either 12mm (approx. 0.5") or

25mm (approx. 1"). This, in turn, moves the drive belt to the left
allowing for the use of a wider tire. Retaining the stock width rear belt
the 12mm kit allows for the use of a 200 rear tire, the 25mm kit allows
the use of a 230 tire (7.5" rim). If a chain final drive is used, up to a 250
tire (9" rim) can be utilized. Offset kits contain: primary space ring,
crankshaft extender and nut, extra length transmission main shaft, extra
length main drive 5th gear with needle bearing and seal, extra wide
pulley spacer, extra length clutch push rod, extended jack shaft (25mm
kit only), starter jack shaft spacer (12mm kit only), primary-to-tranny
spacers, and all required mounting hardware. Wide swing arm and
fender struts not included.

For more information on the above or other Primo Engineering products,
call J&P Cycles® at 800-397-4844 in the USA and Canada. International
customers call 319-462-4817. Or visit us on the web at
www.jpcycles.com.

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